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object of the author has been to give the larger emphasis to the commercial conditions of the Greater Antilles, due consideration has been paid to the economic and political conditions which have influenced industrial and commercial development. Especial attention has been devoted to the economic rather than to the physical controls of commerce and industry, an emphasis directly the reverse of that usually found in American treatises on commercial geography. The chapters on Cuba and Porto Rico are especially interesting to an American reader, as great credit has been given to the good work of the United States in improving social and hygienic conditions in these islands. It is also satisfying to read a commercial volume which does not bristle with statistics and dry figures, but which presents general truths, substantiated by sufficient details to show that the principles are well founded. While the author, for example, in his discussion of Cuba, devotes the larger attention to sugar and tobacco, he also considers the other products, especially timber, fruits and coffee. Thus the volume proves a good reference volume in spite of its lack of an index and its inadequate map, a poor black and white drawing showing the location of the islands and the railroads, sailing routes and chief cities.

Minor inaccuracies are met with, as when Columbus is said to have discovered America in 1592, and Tampa is given as the capital of Florida. It is amusing to find the people of the United States frequently mentioned as Yankees even in complimentary passages. The volume serves a useful purpose and is a more complete reference book on the Antilles than is readily to be found in English. R. E. D.

In Togo's Country. Some Studies in Satsuma, etc. By Henry B. Schwartz. 233 pp. and Illustrations. Jennings & Graham, Cincinnati, 1908. Price, $1.50.

An untechnical book for adults, devoted to certain features of Japan. In part it treats of little-known features of the country which the author had unusual opportunities to visit during fourteen years' residence in the Island Kingdom. The descriptions are mainly clear, the illustrations are generally effective, but the volume lacks maps. This is particularly true in the case of the chapters devoted to A Pilgrimage to Zenkoji and to Loo Choo—A Forgotten Kingdom. This latter chapter, devoted to the customs and industries and history of the Loo Choo Islands, and the chapter treating Nagasaki, are in many ways the most interesting in the book. The description of the docks and industrial works of this important city, give a clear idea of the rapidity with which Western ways are being adopted in Japan, and "destroying the quiet, placid Japanese life." The last chapter is a clear summary of the results that have accrued from the late Russo-Japanese war, and of the relative status of Japan, China and Russia. Though the point of view of the author is at times distinctly American in sympathy, he seems to have caught the spirit of the virile and patient nation, and, because of his insight into motives, has added a readable volume to the host of recent books on Japan, a volume which is not scientifically geographic, but frankly descriptive in character. R. E. D.

Rocks and Rock Minerals. By Louis V. Pirsson. 224 pp., Illustrations and Index, John Wiley & Sons, New York, 1908. Price, $1.25.

This is a simple, beginners' handbook on petrology for the determination of the common rocks without the use of a microscope. While primarily intended

for class use in colleges, it is equally serviceable as a handbook for the working geologist. The volume is divided into three parts. The first considers the methods of study and the chemical character of the earth's crust; the second is devoted to a description and determination of the rock making minerals and the third and larger portion to description and determination of the chief rocks. As is to be expected, more than half of the latter portion is given over to the igneous rocks.

Numerous well-chosen and clearly printed half-tones devoted to rock structure and appearance add much to the value of the work, and an excellent index makes the volume readily usable as a handbook. The general form of presentation shows that the pupil needs a good foundation in general chemistry in order to take up petrology. With such a foundation any beginner could readily proceed far in the study and classification of rocks with such a convenient and inclusive handbook.

The author does not content himself with merely presenting the features of laboratory specimens of the various rocks, but considers their field appearances as well. For instance, under the heading "Occurrence of Igneous Rocks," we find the following subheads which will show the method followed by the author: Intrusive Modes of Occurrence—Dikes, Intrusive Sheets, Laccoliths, Necks, Stocks, Bathyliths; Extrusive Igneous Rocks—Quiet Eruption, Lava Flows, Explosive Eruptions, Tuffs and Breccias. A similar method is followed in the other divisions.

The book is satisfying because of its thoroughness, simplicity and practical character and should prove a valuable aid to beginning students in general geology as well as for those who are to devote themselves to aspects of applied geology. R. E. D.

Artificial Waterways and Commercial Development. By A. Barton Hepburn. ix and 115 pp. The Macmillan Company, New York, 1909. Price, $1.00.

This small volume, which may be easily read at a sitting, emphasizes the importance of waterways as a supplement to the vastly developed railway system of the United States. More directly, it is a brief for an effective waterway across the State of New York, to promote and maintain the commercial supremacy of New York City. The foundation for the argument is broadly laid by an opening chapter on the canals of other lands. The canal system of New York is reviewed, with an account of its beginnings, its progress and its present condition. The familiar story of the inception of the Erie Canal is well told, followed by a notice of cost, traffic, tolls and revenue, with the history of such enlargements as have been undertaken. Emphatic expression is given to the neglect of the past forty years. This neglect has been due to the blindness of the people and to the hostility of the railroads, which have sought to throttle the canals, both to kill competition and to ward off the burden to which, as part owners and taxpayers, they were subject. Political corruption and misappropriation of funds by a powerful canal ring have also played their part. The squandering of $9,000,000 in the abortive project of 1895 is properly characterized, and a hopeful view is taken of the present undertaking for deepening and enlargement.

A vigorous section exhibits the competition against the City of New York, by which her commerce is transferred to competing ports within and without our own boundaries. The New York Central Railroad is not devoted to the metropolis,